



SKYLINE


MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, INC NOVEMBER 2011

Masthead photo by Dick Otis

From the President

Curtis Wheeler

We are in the process of wrapping up a very successful flying season and I want to commend you all for the accomplishment of another safe and productive year. John Noss has reported that this year we have surpassed 1300 flights for the first time. Through his data mining efforts he has uncovered a great deal of useful information that we must analyze. But what struck me is the tremendous amount of hard work by the members that has made this possible. Thank you for your contributions and congratulations!

See you at FRR,
Curtis 

Taming the SSC Logsheet Program

Craig Bendorf, Chief Duty Officer

One of the most important tools for managing all of the Club's operations, training, finance and membership is the SSC logsheet program which is loaded on the Club field computer. Many of you probably only think of it as the program that tracks your flight, records your flight time and tells you how much you owe. Yes, it does do that, but it also does much more.

Once the logsheet is completed at the end of the day and

uploaded to the Club web site a lot of things happen. All members' flight data and training data is automatically updated, The Instructors for the day are sent reminder to fill out the electronic training folders for each of their instruction flights, the treasurer gets a copy of the file for updating the club financial records, the membership officer is provided information on any new Club members, The aircraft Meisters are provided information on aircraft discrepancies, and the data is collected on aircraft hours, fuel used, number of tows and much more. For the above items to happen properly all the information needs to be recorded in the program and the logsheet uploaded to Club web site by the end of the day. For this to happen every time it requires you, the Club members (not only the DOs), to be fully familiar with the software and take the extra time to make sure all the information is loaded.

How can I learn how to use the program, you might ask? Well it is easy to do by downloading the latest version to your home computer and playing with it. This is done by going to the Members-Only section of the Club website (use the button on the bottoms of the blue field on the left side of the Club web page). Once inside the Members only area, click on LOGSHEETS (in blue area on left), click on the DOWNLOAD/ directory and then select the appropriate software version for your computer and click on it to download.

Once you run the software and it opens to the main page you will see that the logsheet window is organized into five folder tabs, each of which is subdivided with smaller tabs. The main tabs are: STARTUP, MEMBERS, OPERATIONS, FINANCES, SHUTDOWN



The Valley looking its best—Shane on his weather thwarted Boomerang attempt about 10 miles south of Luray photo by Mike Ash

During a normal day, most of the time will be spent in the “Operations/Glider Flights” page, where flight information is entered. The “Finances” page is where the flight charges are tabulated for each Pilot/Student, payments recorded and where miscellaneous purchases (e.g., introductory member fee, book sales) are charged. The “Members” page allows new members to be added to the popup lists used in the Operations and Finances sections. On the “Startup” Page there is a sub-tab labeled “Help” that contains more detailed instructions for using the program.

The only way to really learn the program and stay proficient is to practice with it at home, especially before you show up for duty. For those with experience with the program, reading through the help screen is also a quick way of reminding yourself of many of the features. However even those with extensive experience are making some mistakes that cause significant problems with the data that results in a lot of confusion and additional work by those who use the data, particularly the Treasurer, Membership officer, and our Web Master. The following are a few pointers that can significantly help everyone.

1. When using the program always use the pull down menus by clicking on the down arrows on the right side of many of the data entry boxes (i.e., name, items etc.)
2. If a name is not in a pull down menu you need to add it in the “Members” tab under the appropriate category. Please note that FAST and temporary members names are in alphabetical order at the bottom of the list, after all the regular member names, so look there first before adding a new name.
3. If you add a name make sure it is spelled correctly. Misspelled names cause a lot of problems and additional work for the Club officers.
4. On the “Operations/Glider Flights” page fill in all the data possible (yes it really is used).
5. If the glider is a Club member’s aircraft please check the list for its contest number or all or part of the registration number

(almost all the member’s aircraft are listed). The entry “Private” should only be used for new aircraft or visiting aircraft from other Clubs.

6. If someone, other than the pilot/student, pays for the flight use the “Alternate Payer” box at the bottom of the “Glider Flights” page. This is very common when the husband or father of the student is paying for all the flights for the day.

7. On the “Finance” pages use the comment box to help make things clear for the Treasurer. If there is anything unusual like a different payee, additional items bought, someone buying a FAST package as a gift for someone else just put in a comment.

8. The current program does not recognize paying with a credit card, so if this happens you need to be marked as cash transaction with a note in the comment box that it was a credit card transaction and the name on the card.

9. When person joins the Club as a member and fills out an application form, all their information needs to be added to the “Shutdown/Contact Info” page by the end of the day.

10. Any general comments on anything that happened during the day that could be of interest to the Board or any of the Club Officers should be recorded on the “Shutdown/Comments” page.

11. The completed logsheet needs to be uploaded to the Club web site by the end of the day. This can be done from the field computer if connected by Wi-Fi to the network, The Airport computer or by putting the file on a flash drive and loading it up once you get home.

The SSC Logsheet has proven to be an outstanding tool to help the Club manage all aspects of its operations of over 90 members, four gliders, two tow planes and over 1300 flights per year. However if everyone took the extra effort to make sure they know how to use it and ensure that all the data is recorded, you will make the workload for your volunteer Club officers a lot easier and help them make better decisions for the members.



Soaring 100

Dan Ernst

In October of 1911, Orville Wright returned to Kitty Hawk and the site of the brother's great triumph in 1903 to find the answer to a troubling problem: their recent designs exhibited dangerous instability problems that had killed several pilots and threatened their business. The army and navy had banned flights in their aeroplanes. Because Wilbur was embroiled in on-going legal battles over their patents, Orville returned to North Carolina with a new glider that was essentially their latest aeroplane without an engine. Orville used the sloping dunes and steady winds as a laboratory for testing changes to the glider. The location proved to be an excellent choice as Orville crashed the glider three times without injury.

In stark contrast to the first flight at Kitty Hawk, there were numerous journalists and photographers present. On 24 October they witnessed Orville fly the glider in the face of a 50 MPH wind several times, the last for 9 minutes and 45 seconds. This is the first time in history that a glider had done anything but descend directly to the earth after launch. Newspaper headlines around the world heralded the new development trumpeting that Orville had shown that motor-less flight was possible. Thus our sport was born. In fact, Orville commented that, "The exhilaration of flying is too keen, the pleasure too great, for it to be neglected as a sport."

To honor the occasion the Soaring Society of America, the Vintage Sailplane Association and the US Hang Gliding Associa-

In the footsteps of Orville, Bill Vickland settles his 1-26 on the same sands that nurtured the birth of soaring. Photo by Dan Ernst

tion among others, developed a celebration to mark this milestone in flight.

One of the main events in the celebration was a fly-in of gliders to the Wright Memorial grounds. Skyline Soaring Club was asked to contribute the ASK-21 to the Cavalcade of Gliders as a representative model of a modern two-seat training glider. (Side bar list of gliders?) SSC's participation was led by Shane Neitzey and included Paul Seketa, Mike Christensen, Mike Peterson, Robb Creedon and Dan Ernst. SSC member Bill Vickland was invited to fly his 1-26 serial 238 (with open sport canopy) as the representative airplane of the 1-26 type.

The trek to Kitty Hawk began on Tuesday, 18 October as Shane and Mike Christensen trailed the ASK-21 to Dare County Airport on Manteo Island where the K had a hangar reserved. Wednesday dawned cool and rainy and Shane and Mike busied themselves assembling the K and waxing her to look her best in front of the soaring community and the public. They were joined by Dan Ernst late in the afternoon as the showers turned into a driving rain storm.

Thursday was a clearer day, but very windy and the trio was joined by Mike Peterson and they mostly worked on installation of the Contour helmet mounted HD video camera in the rear cockpit of the K. The wind prevented the tow planes from arriving and so there were no flight ops that day.

After enduring first the rain and then the wind, the pay back



Above: Flightline crowd braves the prickly pears (below) and sand burs for a look at real airplanes. Right: Shane and Mike Christensen make the K shiny for its appearance before the adoring public

was a stunning day on Friday. Ceiling and visibility were unlimited and no cloud appeared all day and the temperatures were very comfortable. The day was one for assembling and testing gliders and flying VIP flights, of which SSC did four in the K two each by Shane and Paul Seketa. Also on Friday, an FAA inspector came out and reviewed the documentation of all the gliders. All the pilot's licenses and medicals were reviewed at the pilot's meeting on Saturday prior to flights beginning.

Dare County Airport used to be Naval Air Station Manteo during WW II and supported anti-submarine patrols against the Nazi wolfpack U-boats that wreaked havoc off the Outer Banks. The NAS had three intersecting runways which have been reduced to two runways and a very wide taxiway! The winds on Friday allowed the glider operations to occupy one of the runways while regular operations used the other. Dare County is a very nice airport and although one could not call it very busy, the gliders shared the skies with a variety of airplanes and aviation activities. These ranged from a Navy T-34C Turbo Mentor doing touch and goes, sightseeing biplanes and helicopters, a banner towing operation, skydivers and all manner of private aircraft to include a Pilatus turboprop and a Cessna Citation jet. With our own runway and beautiful weather it was a treat to stage the gliders and check out the older gliders during the short lulls between launches. There were many lovingly restored ships out there in addition to many beautiful glass ships. The only down side was numerous prickly pears covering the grassy areas. The spines are long and sharp and got stuck in shoes and tires.

Saturday could not live up to the perfection of Friday, but it was



nonetheless a beautiful day as Shane and Paul attended the pilot's meeting at First Flight airport and rest of the Skyline crew, now joined by Rob Creedon, mustered at Dare County to get the K ready to fly. Several of the gliders had hangars at Manteo with rest being either tied down at First Flight or assembled/disassembled each day at First Flight. The K was the first airplane towed over to First Flight. Jayne Ewing of Bermuda High Soaring was the tow pilot in her personal Pawnee called, "Blue." Jane and Blue were very busy all weekend.

For the tow over to First Flight, Shane and Mike Peterson manned the K and the rest of the crew launched them and then drove over to secure the plane and talk to the public. There were many folks who showed up to see the gliders and they were able to walk among the ships and talk to the pilots and see some of them being assembled. One young woman with a baby in stroller stopped by the see the K and related how her ex-boyfriend was national glider acrobatic champion of her native Poland. Although she is still drawn to the beauty and grace of sailplanes, her first ride was an aerobatic display that has left her permanently grounded. She'll look at them from the ground from now on, thank you very much! A word to the wise when giving first flights. Many, many visitors were truly delighted to see the gliders had very broad smiles on their faces as they walked around.

In late morning the flying displays of gliders began with some being towed from First Flight and others being towed over from Dare County to land directly at the Memorial Grounds. A running commentary on the history and significance of each of the gliders and the background of their pilots was provided for those who



Photo by Dan Ernst

With Paul Seketa supervising, a retired American Airlines Pilot gets ready for a glider ride from Manteo Airport with Shane in the K

watched from the memorial grounds. People who came specifically for the event and lucky others who had just stopped by to visit the Wright Memorial were treated to the beautiful sight of the gliders steeply banking in front of the Wright Memorial and touching down a hundred or so feet away from them. As the gliders landed they were pushed off to the side to form a line where people could view them and chat with the pilots and crews.

Soon it was the turn of Shane and Dan Ernst to man up the K and take a 2,000 foot tow over the memorial and release. Although there was some weak lift, any dallying about would interrupt the flow of gliders into the memorial grounds, so after a few turns above the memorial for the benefit of the crowd and to lose altitude, Shane entered the pattern and executed a landing on the grounds. As the airplane was pushed off of the temporary runway, it crossed a blue plastic walkway. At first, the purpose of the walkway was unclear, but then the granite marker at the end of the walkway revealed that it covered the exact path of the 1903 airplane as it made its four historic flights. What a treat for an aviation enthusiast to land parallel to, and a few feet away from, the Wrights first flights. After we got the glider to its spot, attention was turned to the prickly pears on pants legs that had not noticed before! Soon it was time to pull the K back over to First Flight and hook it up to Blue and head back to Manteo where the K was bed down for the night.

On Sunday it was the turn of Paul Seketa and Mike Christensen to fly in to the memorial grounds. The day featured a few high thin clouds, but was once again sunny and pleasantly warm. Paul flew a picture perfect approach and landing and it was a thrilling sight to see the K pass before the memorial.

Just so it would not be a perfect weekend, Monday—the actual anniversary of the first soaring flight—was overcast with a low ceiling and drizzle early in the morning. The Skyliners pulled the K to the end of the runway in anticipation of better weather and awaited flyable conditions. The broad apron that once was the home of TBM Avengers and F-4U Corsairs provided a close but safe vantage point to watch several instrument departures and arrivals by big twins. After enduring an hour or two of light rain on the apron, we got the word that it was raining at First Flight and the event organizers had decided to call the day's festivities and close Soaring 100 early. The weather had thrown a curve ball and the K's trailer had been staged over at First Flight with the idea of

putting it directly in the can and leaving from there after the fly in. The trailer was retrieved and returned to Manteo and the K disassembled and secured in the trailer and headed for Virginia.

As we are fond of saying in this club, "ya shoulda' been there!!" It isn't reasonable to expect that everyone could show up at this event, but it was a privilege and pleasure for those who were fortunate enough to be able to participate. Skyliners often remark what a great club we have and after a long weekend with many more glider pilots and glider people during the soaring 100 event, it is safe to say that the sport is filled with great people, too. Likewise the citizens and the businesses of the Outer Banks were thrilled to have the participants in Soaring 100 as their guests.

<http://firstflightfoundation.org/first-flight-foundation-events/first-flight-foundation-soaring-100/>

http://www.firstflightfoundation.org/bm~doc/1911-11-popmech-lougheed_-secret-flights2.pdf

Long Brief, Short Flight

By Rob Creedon

Along with several members of Skyline Soaring Club, I attended the Soaring 100 event in Kitty Hawk, North Carolina to commemorate the one-hundredth anniversary of the Wright Brothers first successful soaring flight. As stated on the First Flight Foundation website, "The centennial celebration of Orville Wright's historic, world record glider flight on October 24, 1911 of 9 minutes and 45 seconds heralded the arrival of modern soaring." Astonishingly, the record stood for almost a decade.

Unfortunately, much like the powered Wright Flyer, the Wrights left frustratingly little documentation of the glider. Interestingly, photographs of the glider show that unlike the Flyer the design connected the empennage to a longer fuselage and no longer employed a front-mounted canard.

Both glider clubs and individuals attended the commemoration and displayed modern gliders, including a Duo Discus and an ASG-29, along with vintage beauties such as a Schweizer TG-2 and the Schneider Grunau Baby. The TG-2 was a World War II trainer replete with, according to the owner, an original Sherwin-Williams blue and yellow paint scheme and U.S. Army markings. It was employed throughout the war to train both Army and Marine aviators to fly gliders.

The Schneider Grunau Baby, on the other hand, had a somewhat more sinister story to tell. According to its pilot, it was the largest produced glider in history with some six-thousand examples. It was originally designed to allow the Germans to circumvent the Treaty of Versailles which expressly prohibited Germany from maintaining an air force after the Great War. The Germans simply taught future Luftwaffe pilots to fly the Grunau with its open cockpit and 19:1 glide ratio. The glider fuselage is made of plywood as is the front third of the high-mounted wing.

According to the owner, this glider was one of three taken by the British as war prizes after the Second World War. This particular example was towed behind aircraft carriers to study the effects of air currents and wind turbulence across the deck and about the ship's island. The tan paint scheme reflects this Royal Navy employment.



Shane Neitzey and Paul Seketa led the Skyline Soaring Club consortium of Mike Peterson, Mike Christensen, Dan Ernst and me all in support of the ASK-21. Aircraft were based at Manteo. Each morning Jane Reid of Bermuda High Soaring towed the gliders aloft in Pawnee three-three-zulu. They flew over the Albemarle Sound to First Flight Field at Kitty Hawk to the Soaring 100 event.

Once at First Flight Field each glider waited and in its turn was towed to a 2,000' release and briefly soared over the crowd while the narrator announced its history and capabilities, and facts and figures. Then the most exciting portion of each flight—landing on the grass strip immediately adjacent to the location from which the Wright Brothers made their historic flights on 17 December 1903! At the end of the day the aircraft ferried back to Manteo.

Shane and Paul made sure each Skyline Soaring attendee made at least one of three legs: Manteo to First Flight Field – First Flight Field to the demonstration field at First Flight Airport – First Flight Field back to Manteo. In my case, I had the opportunity to fly from First Flight Field back to Manteo accompanied by Paul.

Prior to the flight, I sat down with Paul for quite an extensive preflight brief. Nothing was left to chance. His strategy quickly became apparent; anticipate every conceivable possibility, discuss each, determine a preliminary mitigating strategy and thereby eliminate the need to determine an approach after confronting a problem in flight. This method was necessitated by the nature of the flight, to include a unique over-water flight and landing approach into Manteo.

Paul initiated the brief by handing me a CO-2 activated personal flotation device (PFD) and saying, “Here, put this on ... and let me show you how it works.” He then outlined the requirements for a water landing should it become necessary. “Land perpendicular to the wind, parallel to the swell and on top of the crest,” he said. “Discard the canopy only after our forward momentum ceases and do not inflate the PFD until after you enter the water and are well clear of the aircraft.”

We then discussed what to do and where to land in the event of a low-altitude rope break. Because of the prevailing wind out of the northeast at ten and the inverted-vee relationship of First Flight Field runway two to the Wright Brothers’ grass strip, Paul directed a diversion to that strip. Executing such a downwind landing would involve a more easily executed 150-degree right-hand turn versa a buttonhook turn back to First Flight Field.

The subject then turned to landing scenarios at Manteo. We reviewed the Airport Directory and with the prevailing winds surmised landing on runway five likely the most prudent. Finally, we designated a desired touchdown point on the 4,300' x 100' runway, rollout plan and runway/taxiway stopping point to allow for the quick removal of the glider from the active runway.

The preflight brief complete, we strapped into the aircraft. I verbally announced the checklist, which included an altimeter setting of thirteen-feet, and waggled the rudder. We had an uneventful – although personally historically significant

– late afternoon takeoff. I communicated the previously discussed rope-break contingencies until reaching a safe altitude. At Pawnee three-three-zulu’s insistence, we released at 2,800' AGL and heading southeast I took in the spectacular view below: Atlantic Ocean, barrier island, Albemarle Sound, mainland and a sun descending to the west. Absent any thermal activity, the ride was smooth.

Over-flying Dare County Airfield at Manteo we studied the field, noted the wind sock direction and speed, observed other aircraft activity and confirmed our decision to land on runway five. Approaching the IP on the forty-five was routine, although flying left-hand traffic was a bit unusual. Flying the initial portion of the downwind leg was equally familiar. That all changed; however, on the latter portion of the downwind leg, on base and on final as all of it was conducted over water with Paul announcing, “Glider 341-Kilo-Sierra, feet wet!” The truth be told, the over-water portion of the flight was “routine” ... as routine as an amateur golfer hitting a tee-shot over a water hazard onto a par three green ... with the boss watching! It is all routine except that is isn't.

Turning final we descended on centerline at a speed of sixty-knots, gently executed a tail-wheel landing and rolled out to the designated runway/taxiway intersection. Thanks to Paul Seketa, it was a great day to be a glider pilot! Armed with an outstanding prebrief, it was all “routine.” My logbook shows; “23 October 2011; FFA (First Flight Field) – MQJ (Dare County Airport); ground training received 0.2 hours; pilot in command time 0.3 hours.”

Thank you, Paul.



Dear Showcase and Static Display participants,

Thank you all for making the flying Showcase of Soaring History and the sailplane static display a rousing and safe success. You flew sailplanes from the 1930's up to the present flawlessly and safely and you provided a spectacular back drop for the visitors at the Wright Brothers National Memorial. The indoor and Jockey's Ridge exhibits were great and really appealed to the visitors. The

Emergency Contact Information

John Noss, Skyline Soaring Safety Officer

As a follow-up action to an in-house safety self assessment last year, using the Soaring Safety Foundation's guidelines for site surveys, we now have a way for you to list one or more emergency points of contact. If you navigate to the members-only section of the Skyline website, go to 'Membership' and log in with your username and password, you will see to the right of your name an icon that looks like a magnifying glass. If you click on that icon, it will take you to a 'View Member' display that shows the information the club has on file for you. There is a new field available there now, near the bottom of the table, labeled 'Emergency Contact Information'. I encourage you to provide the name, relationship, and phone number of at least one person that you would want notified if you turn up missing or overdue, are injured, or in case of a fatality. You can include any special instructions or language you would want an emergency response team to have, such as to notify by phone if missing or injured, but to notify in person if fatal (with an address, in that case). It's important to know who specifically you want notified, not just the first person to answer the phone or open the door. This is something we don't often think about, but good common sense, it just comes with the territory if you fly. If you happened to land out in a remote area and have no cell phone coverage and cannot find a way to communicate, would you want the Duty Officer to let somebody know at home that you are missing and we are trying to locate you? If you were injured, would you want us to know who to call, to let them know you are OK but are headed for medical care?

Since this information is under the protected club membership data section, it can only be accessed by a member with a

hang glider flying at Jockey's Ridge was beautiful and attracted many onlookers and participants from across the country. The two 1911 replicas (probably wishing that they might someday fly!) were a wonderful part and deserve special credit. Jayne's flawless towing deserves our unanimous applause.

It is hard to find the words to describe the effort you all made to refurbish, build, transport and fly your planes; please just know that this was an unforgettable experience for all of us and for the attendees! If I forgot to thank someone, please just know that it was an honest oversight as there were so many people doing such wonderful things at SOARING100. Please feel free to share these "Thanks" far and wide.

SOARING100 was a success with more than 10,000 visitors attracted to both venues over the four day weekend. The flying began with Woody Cannon's fly-over at the Landmark Ceremony and hang glider flying at Jockey's Ridge on Friday afternoon and ended with our last flights on Sunday the 23rd. We hope it was as rewarding and emotional for all of you as it was for the SOARING100 Committee.

As we get some good pictures of each of you we will send them along and please feel free to share yours with this group.

Best wishes for the next century of Soaring.

The SOARING100 Event Committee

Jim Short, Lola Hilton, Rick Young, Lisa Loy Jack Crawford, John Harris

password, and you cannot edit the data yourself. For most updates (and I encourage you to review it for currency periodically), you can contact the membership officer (Steve Rockwood) to ask for the data to be updated. For the emergency contact information, feel free to send it to me (as your Safety Officer) in an email, and I will copy and paste into the database. I can also make other currency updates at the same time while I'm at it, if you desire. I will of course protect the data responsibly, and delete from my email records once it has been entered into the Skyline database, and I will let you know when I have done that.

As an example, here is the format I used for my data, but any format is acceptable:

POC1: Firstname Lastname (relationship), ###-###-#### (cell/home);

POC2: Firstname Lastname (relationship), ###-###-#### (cell/home);

OK to call if missing, injured, or fatal

Again, providing this information is voluntary, but highly encouraged. Many thanks to Piet Barber for adding this capability to the sophisticated database and website that we enjoy at Skyline Soaring.

Fly Safe, Fly Prepared...

Photo by Martin Gomez





W99

Winter 2011-2012

<http://wave99.info/>

Dear Soaring Pilot:

Plans are being made for the Winter 2011-2012 soaring season at Grant Co. Airport in Petersburg, WV.

The general plan is to hold two scheduled encampments during the 9 day periods spanning November and December 2011 and February and March 2012.

Confirmed dates are:

November 26th through December 4th, 2011

February 25th through March 4th, 2012

Many thanks to Shenandoah Valley Soaring for their continued support of W99 wave camp operations and special thanks to tow pilots Bill V., Graham P., Tom H., and all of the other tow pilots for their support. Tow service is confirmed on the weekends and will be available mid-week according to interest.

Local Soaring Forecasts, Wave/Ridge Alerts, and Schedule Updates. All additional soaring weather alerts and operations announcements will be distributed via the W99 operations mailing list / discussion group and posted on the blog at wave99.info. Please visit the discussion group and sign-up for alerts or simply reply to announcements@wave99.info and include the word SUBSCRIBE in the first line of your message. (Participants from prior years are still subscribed.)

Contact Information. For additional information and ad-hoc operations inquiries, please see the following:

wave99 Operations Discussion Group / Mailing List <wave99-info@googlegroups.com>

<https://groups.google.com/group/wave99-info>

wave99 Coordination <info@wave99.info>

<http://wave99.info/>

Stahl Flying Services <gliding@frontiernet.net>

Grant County Airport (W99), Rt 33, Box 55, Petersburg, WV 26847 USA
304-257-4435 (phone)

See you at the field!

Shenandoah Valley Soaring, the W99 Irregulars, and Stahl Flying Services

Recycled
Information
Worth
Repeating

SAY AGAIN



Phil Jordan, after years of yeoman service, will be stepping down from the position of Skylines editor in January. Phil, thank you for your dedicated service.

We greatly profit from the publication of Skylines, not only internally, but also as a means of external communication. There are perhaps more readers of Skylines outside the club than inside!

Please consider stepping up to take this important position. Contact myself or any member of the Board to volunteer.

Thanks, Curtis Wheeler

Recently, while adjusting the rudder pedals, they became jammed hard left. The cause was rather simple. While manipulating the pedals to get them adjusted, the control cable from the left pedal wound up over the right pedal, locking the controls in the full left position. Though this is highly unlikely to occur, we have shown that it can occur, which emphasizes the need to carefully run through the pre-launch checklist AFTER belting in and adjusting the pedals. In the case at hand, the "Controls" check showed that the rudder was jammed. We pulled the glider off the runway and corrected the problem in about 15 seconds. But it would have been catastrophic to proceed with the launch with the rudder jammed hard left. Always be sure to run the checklist methodically.—*George Hazelrigg*

November, 2011 marks the twentieth anniversary of the Skyline Soaring Club . . . and we're about to enter the traditional holiday season of December and January.

Should we have a party? In the past, we've usually had some kind of party, simple or elaborate, in the holiday season in the December/January period during which we've stopped regular operations.

If we do, we'll need a place to do it—in years past, we've had parties in individual members' homes, but for the last few years,



Skyline Soaring Club, Inc.
is a private, 501(c)(7) non-profit organization, dedicated to the enjoyment and promotion of the sport of soaring. SSC is based at the Front Royal-Warren County, Va. Airport and is an affiliate club of the Soaring Society of America.
For information about the club go to www.skylinesoaring.org

President—Curtis Wheeler
Secretary—Jim Kellett
Treasurer—Thomas Park
Membership—Steve Rockwood
Chief Duty Officer—Craig Bendorf
Chief Tow Pilot—Curtis Wheeler
Chief Flight Instructor—Piet Barber
Safety Officer—John Noss

Skylines Editor—Phil Jordan
flyingsh2@cox.net

Directors—Craig Bendorf (Emeritus),
Mike Christensen, Jim Kellett,
John Noss, Joe Parrish,
Steve Rockwood, Curtis Wheeler

the Club has grown way too big for that (unless one of us lives in a palace!). Also in the past, we've occasionally held parties in 'event rooms' or 'common rooms' of a member's community or country club.

So, does anyone have access to a nice venue for a potluck dinner/dance party for a group that could range from 50 - 100 people (members, families, and friends)? If so, please speak up promptly - like by the middle of next week (November 2). The date for the party is negotiable, but it would certainly would fall on a Friday, Saturday, or Sunday night.—*Jim Kellett, Resident Curmudgeon*

Your October issue of Soaring magazine.—I highly recommend that instead of putting this in the 'stack-of-things-to-read-that-you-never-actually-get-around-to', make a deliberate effort to read through this one. The theme of this issue seems to be on Safety, starting with a reprint of the letter that SSA and SSF mailed to each of us last month. I'm proud of our (Skyline Soaring) safety record and safety culture, but there are sobering reminders everywhere of what can happen if you get unlucky and/or complacent. A lot of people went to a lot of effort to write the safety-related articles in this issue, please make the time to read them, they should get and keep you thinking.

Fly Safe, Fly Often, Enjoy Soaring!—*John Noss, Skyline Soaring Safety Officer*

NASA awards historic green aviation prize—Moffett Field, Calif—NASA has awarded the largest prize in aviation history, created to inspire the development of more fuel-efficient aircraft and spark the start of a new electric airplane industry. The technologies demonstrated by the CAFE Green Flight Challenge, sponsored by Google, competitors may end up in general aviation aircraft, spawning new jobs and new industries for the 21st century.

The first place prize of \$1.35 million was awarded to team Pipistrel-USA.com of State College, Pa. The second place prize of \$120,000 went to team eGenius, of Ramona, Calif.

Fourteen teams originally registered for the competition. Three teams successfully met all requirements and competed in the skies over the Charles M. Schulz Sonoma County Airport in Santa Rosa, Calif. The competition was managed by the Comparative Aircraft Flight Efficiency (CAFE) Foundation under an agreement with NASA.

"NASA congratulates Pipistrel-USA.com for proving that ultra-efficient aviation is within our grasp," said *Joe Parrish, NASA's acting chief technologist* at NASA Headquarters in Washington. "Today we've shown that electric aircraft have moved beyond science fiction and are now in the realm of practice."

The winning aircraft had to fly 200 miles in less than two hours and use less than one gallon of fuel per occupant, or the equivalent in electricity. The first and second place teams, which were both electric-powered, achieved twice the fuel efficiency requirement of the competition, meaning they flew 200 miles using just over a half-gallon of fuel equivalent per passenger. ...

—*NASA News, October 3, 2011*

I had a blast at this event. All four entrants had some variation on the motorglider theme, and it was fun to talk with them about their modifications and ideas for the future. I was offered a flight in the Pipestrel entry (and quickly accepted), but the competition ops director nixed that idea—only competition flights were permitted. Sigh..*Joe Parrish*